

THE LATE HURRICANE.

(From the Times, January 17.)

The late succession of fearful gales had in some degree prepared the public mind for the intelligence of wrecks from the quarters. The most gloomy apprehensions have been more than realized. A list of disasters, perhaps unparalleled, has been already received, and there is reason to fear that the catalogue will be greatly augmented by subsequent arrivals. Only six weeks have elapsed since the attention of the country was attracted by the loss of the ship *Reliance* off Boulogne, when nearly all the passengers and crew were lost. Another East Indian ship has now to be added to the melancholy list of wrecks on that ill-fated coast. The *Conqueror*, a fine vessel of 600 tons, belonging to Mr. Richard Green, of the firm of Wigan & Green, bound from Calcutta to London and commanded by Captain Duggan, after beating about in the Channel during the heavy gale on Friday night, was driven on shore, off Lorient, a small town on the French coast, only six miles distant from Mirlemon (where the *Reliance* struck), at about half-past 10 o'clock, p.m., and almost immediately went to pieces, every soul on board being lost, with the exception of a boy named Henry Abchurch, one of the caddy servants. The crew consisted of about 45 seamen, exclusive of officers, and the vessel had no less than 18 passengers on board, including Mrs. Thompson (the wife of an East India captain), and Mrs. Jenkins, both of whom were accompanied by a family of four children, and three officers of the United States. The ship was freighted with a valuable cargo of silk and general merchandise; and it is supposed that she must have suffered severely from the late hurricane, and become unmanageable as she neared the Channel. No authentic statement of the circumstances has yet been received from the poor boy, who is the only one saved. He is under the care of the British Consulate at Boulogne, and will remain for the melancholy purpose of identifying any bodies that may come ashore.

A letter announcing the wreck was received yesterday morning by Mr. W. Dobson, secretary to Lloyd's, from Mr. A. Adam, the agent at Boulogne. Of the entire cargo only a few pieces of rum have as yet been recovered. The wreck is entirely gone to pieces. Mr. Green, the owner, despatched his agent last evening to Lorient, for the purpose of protecting his property, and Captain Thompson, the brother-in-law of Mrs. Thompson, and other connections of the deceased passengers, accompanied him.

Mr. Hamilton has been unceasingly engaged on the spot.

The *Conqueror* was built at Newcastle, and purchased only last year by Mr. Green, Captain Duggan was an experienced officer, formerly in the company's service, and had made several voyages to India. The first officer's name is Mr. Harvey.

The following is a correct list of the passengers:—Mrs. Thompson and four children, Mrs. J. Jenkins and four children, Mrs. Major Johnston, Miss Turner, Major Johnston, Mr. Marshall, Lieutenant Marshall, Captain Miller, Master Blake, and Master Reeves.

A private letter, dated Boulogne, January 14, gives the following particulars:—"I beg to inform you, that an East Indian, of 600 tons, is reported to have been wrecked on the coast of France, and that the vessel was driven on shore, and that the crew were lost. The vessel was freighted with a valuable cargo of silk and general merchandise; and it is supposed that she must have suffered severely from the late hurricane, and become unmanageable as she neared the Channel. No authentic statement of the circumstances has yet been received from the poor boy, who is the only one saved. He is under the care of the British Consulate at Boulogne, and will remain for the melancholy purpose of identifying any bodies that may come ashore.

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to save her, brought her head down upon the shore, and unfortunately she drove upon a treacherous mass of rocks, where she subsequently became a total wreck. All the crew, (excepting a boy fifteen years of age, who was drowned,) saved themselves by swimming ashore. Between the place where the *Percy* went ashore and Dunbar five vessels are reported to have been driven upon the beach, and there is said to be no chance of getting them off. Amongst them is the schooner *Edwin*, belonging to Sunderland, bound to Alenmouth, upon the shore at the entrance of the Hilly Islands. We have also received intelligence of the total loss of the schooner *Dart*, belonging to Yarmouth. The hurricane was the cause of this lamentable catastrophe. The vessel was on her passage from that port to London, and struck upon the shore at daybreak on Friday morning, about two miles from Alenmouth, to the south of Hilly Bay. Three of her ill-fated crew were lost, namely, the commander, Mr. Hubbard, Mr. Hubbard, jun. (the mate), and the cabin-boy; the rest were taken off the wreck almost insensible from the severity of the frost. Part of the vessel's cargo has, however, been saved. It is considered there has not been such an awful storm since the year 1824.

NORTH FORELAND.

During the dreadful tempest on Friday morning last the appearance of the ocean from the cliffs near the telegraph was awful in the extreme. Never was witnessed by the oldest man in the coastal service quartered on this station such a single period of danger as the shipping has been fearful. Already we have received the following by means of the telegraph, confirmed by vessels that have since passed:—Early after the storm had burst forth, the Custom-house officers at Dover observed a vessel driven on shore about three miles from that harbour, and upon the full of the tide they boarded her. Not a single person was on board. The log-book, they observed, was gone, and if left in a hurry, from which circumstance, and the vessel being upon her beam-ends when she came ashore, it is feared the unhappy crew had perished. The cargo is strewn along the shore for many miles.

The crew are said to have consisted of the master, his wife, a boy, and two seamen. She is supposed to be the *Goodwill*, of Chichester. Upon the morning she was driven on shore, the *Goodwill* was several vessels likely to become wrecks, having been driven on them in the course of the storm. Amongst them are the following:—The *Brig Drake*, of Maryport; the *Good Hope*, of Cardiff; the *Brandywine*, of South Shields; and the *Swan*, of Newcastle. Great exertion is being made by the Light and Sheerness boats to get them off, but whether they will succeed it is impossible to say.

There are also seven ships and four schooners on shore above the Blacklight beacon, on the north sands; and one is stated to be laden with sugar. The following vessels are lying at Margate with lighters, and are in danger of being driven on shore:—The *Brig Drake*, of Maryport; the *Good Hope*, of Cardiff; the *Brandywine*, of South Shields; and the *Swan*, of Newcastle.

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Individuals. The pilot and a steamer were found lashed to the rigging dead. No other persons were washed overboard. None of the bodies have yet been discovered. Another ship was lost soon afterwards, within five miles of the same spot. It was the schooner *Mary and Ellen*, of Lynnington. The life-boat from Barnmouth was conveyed thither by horses, and well manned with six able seamen, who after great personal exertion succeeded in saving the master, Mr. Morris, who had fastened himself to the rigging, but all the crew had previously met with a watery grave. The vessel had sunk, and her masts were just above water. A third vessel was wrecked on shore, between Barnmouth and Aberdovey, reported to belong to Newport; crew saved, with the exception of one man, who was drowned.

At Aberdovey three vessels were totally lost, and all hands perished. One is known to be the *Phoebe*, of Cardigan, about 120 tons burden.

Numerous other disasters, with loss of life, are known to have occurred off North, Rameen, Cork, Aberystwyth, Grimsby, Bude, and several other sea-ports; but exact particulars had not, up to a late hour last night, been received.

DEVONPORT, SATURDAY NOON.

(From the Standard)

Up to this time the gale has continued with little abatement, and the wind is now blowing very strong from the south-west, every puff making the chances of getting off the stranded vessels more hopeless. Although I am happy to inform you that the reported loss of life near the New-England light is incorrect, yet the vessels which exceeded the number I stated in yesterday's communication. There are no less than eight—namely, a bark, three brig-schooners, a smack, a lighter, and a trawler, but there has not a single life been lost about this I have heard of. The bark is the *Brigade*, master, she ran on shore on the morning of the 14th, and it is thought that she is, or will become, a total wreck; indeed, it is scarcely possible that it can be otherwise, for she is in such a situation that the force of the gale must have told with fearful effect upon her. She had discharged a cargo of timber at Plymouth, and on Thursday noon she sailed for Falmouth. Having met the gale she endeavored yesterday morning to put back, but her sails having been blown to pieces, she could not fetch inside. Mr. Walker, the owner's harbour-master, having from his position observed her perilous situation, and that she must inevitably come ashore, signalled her the best position in the bay, to which she steered. In such a place "bad is the best," and the crew would probably have been saved, had the vessel not been so far from the shore, and her coast-guard men, with great difficulty, brought them off.

The two fine brig-schooners near Mount Batten are the *Seawitch*, Baker, master, and the *General Brock*, Courland, master. They were lying at anchor in the Sound, and rode out the gale during Thursday night, but on the Friday morning, about half-past five, the *General Brock* was driven on shore, and everything could be seen from driving on the shore. The crew were assisted to safety by Lieutenant Mann and a party of his coast-guard men: the crew of the *Seawitch*, in their own boats, by means of a hawser carried from the vessel to the shore.

The *Smack Hero*, Ross, master, was in Cawsand Bay about 4 o'clock yesterday morning, and was driven on shore, and stranded her without damage on Turnham beach. She is the property of Mr. Trevelyan, of the Parquaries.

The advantages of our gigantic barrier to the shipping and port have been duly shown by the safety of the following vessels, which, under its protection, have ridden out the gale:—The *Thames*, 81, Captain D. Price; the East Indian bark, the *Kephalos*, Wilson, master, bound to Calcutta; the *Parkfield*, Whiteside, and the *Alvion*, Scott, for Port Phillip; the *Alvion*, Keith, for Rio Janeiro; the *Alvion*, Robertson, for Montserrat; the *American ship Francis L.*, Almsworth, for New York; the *Danish brig Christian*, for St. Croix; the *Corvette*, for St. Croix; the *Royal Albatross*, for London; four brig-schooners, and the *Netley* tender to the *Caledonia*. Thus Plymouth Sound, which in the absence of a breakwater, Lord Hood said would "one day be the grave of the British Fleet," is now, by this great national undertaking, rendered one of the most secure and spacious anchorage for the fleet of England.

The *Mary Anne* steamer, Lieutenant-Commander Oldmixon, made another attempt to proceed on her voyage to the West Indies on Wednesday; but was driven back again into this harbour yesterday morning by the hurricane. It is perhaps lucky for her that she was so near Plymouth.

The *Agad*, 120, during the gale Friday, parted one of her masts, and she drove some distance, when she brought up by letting go an anchor. The *Confidence* steamer, as soon as Mr. Mills, the master of the *San Jose*, got on board, went to her assistance.

The *Netley*, 8, tender to the *Caledonia*, May, master, arrived at this port on Thursday night from Portsmouth, and rode out the gale safely in the Sound. She had on board the *General Brock*, a schooner, which was safely delivered of her child when off the Mewstone, outside the breakwater, during the terrific storm. There were fortunately two married women on board, passengers, through whose attention the mother and child are both doing well. They were obliged to remain in the Sound until yesterday afternoon before they could communicate with the shore.

PLYMOUTH, JAN. 15.

The wind having moderated and gone round to the north, the position of the stranded brigs is somewhat improved in reference to saving their cargoes. The cargo of the *Seawitch* is valued at about £35,000. At the time of stranding she had on board several horses, two of which were safely landed yesterday. Her cargo was safely landed yesterday. Her cargo was safely landed yesterday.

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on Friday morning, with a cargo of sugar, cotton, lead, and potash. After experiencing dreadful weather the entire day, she left her sails off the Ormshead. She then drifted about until she struck on the above bank, at 4 o'clock, a.m. The crew immediately took to the rigging. The captain had been previously disabled by the jibboom striking him on the left arm, he, however, held on till 8 o'clock, a.m., and then was washed out of the rigging. Subsequently the mate and the cook were washed out. The remaining crew were, five in number, held on by the rigging, and were rescued by the crew of the *Seawitch*, who were in a most deplorable state and greatly exhausted. One poor fellow, who had lost all power of holding with his hands and arms, seized a rope between his teeth and held it with a death-like grasp, swinging backwards and forwards with the wind. When the lifeboat got near the vessel, he dropped backward into the sea, but was caught with a boat-hook. There was scarcely a hope of his recovery for many hours, and then he became quite maniacal, saying he was still in the straits, and kept exclaiming to his companions to "hold on—they would soon be rescued." The captain's name was Macdonald; he had been a long time in the service, and was a very brave and experienced officer. The bodies of the captain and cook were found on Saturday, brought to town, and placed in the dead-house—*Liverpool Advertiser*.

UNITED STATES.

(From the Morning Chronicle, Jan. 17.)

Liverpool, Monday, Half-past Three, a.m. The Royal Mail steamer *Britannia*, Captain Hewitt, arrived here last night at nine o'clock. She has brought twenty-five passengers, and has experienced a most severe trial, having been driven on shore on the 14th of January, and Halifax on the 15th, the latter port at two p.m., so that her voyage has occupied somewhat under twelve days.

Though the news by this arrival is eleven days later than the last arrival, it possesses but a moderate degree of interest. The *Britannia* arrived at Boston on the 14th of January, and she is now, we are informed, at the disposal of the President of a piece of plate by his passengers, and the news of the recent successes in China, and the retrieval of the British arms in India, from the disastrous campaign in Afghanistan, had excited lively feelings of astonishment, mixed up with a portion of jealousy on the part of the British troops.

The inquiry into the circumstances of the mutiny on board the *Southern*, when a midshipman, son of the Secretary at War, and two seamen were hanged, which was sitting at Brooklyn (opposite New York) on board the *North Carolina*, was exciting the very greatest interest. The court consisted of three of the oldest commanders in the service, and the trial was held in the Judge Advocate. The three days' proceedings before the court are reported at considerable length in the New York papers, and possess considerable interest. The inquiry had not terminated on the 15th.

MILITARY PROMOTIONS AND APPOINTMENTS.

WAR-OFFICE, JANUARY 16.—9th Regiment of Light Dragoons.—Francis John McArthur, gent., to be Cornet, by purchase. Mr. Nevin, who retires.

3rd Regiment of Foot.—Ensign Thomas Bell, from the 35th Foot, to be Second Lieutenant, by purchase, vice Galle, who retires. Ensign Ferdinand William Leiston, from the 23d Foot, to be Second Lieutenant, by purchase, vice Colquhoun, promoted. 17th Foot.—Lieutenant Sir Peregrine Maitland, K.C.B., from the 76th Foot, to be Colonel, vice General Sir F. A. Wetherall, deceased. 22nd Foot.—Lieutenant Thomas Leonard Leader, from the 70th Foot, to be Lieutenant, by purchase, vice Galle, who retires. 33rd Foot.—John Burton, gent., to be Ensign, by purchase, vice Leiston, who retires. 35th Foot.—Lieutenant Stephen Lawson, from the 95th Foot, to be Paymaster, vice George Bagnay Sutherland, who reverts to his former half-pay. 70th Foot.—Lieutenant Francis Frederick Hill, from the 24th Foot, to be Lieutenant, by purchase, vice Galle, who retires. 70th Foot.—Lieutenant Stephen Lawson, from the 95th Foot, to be Paymaster, vice George Bagnay Sutherland, who reverts to his former half-pay. 70th Foot.—Lieutenant Francis Frederick Hill, from the 24th Foot, to be Lieutenant, by purchase, vice Galle, who retires.

PROVINCIAL BATTALIONS.—1st Devonshire.—Lieutenant Colonel Thomas Edwin Kelly, from Half-pay Unattached, to be Lieutenant-Colonel, without purchase. 1st Devonshire.—Lieutenant Colonel Thomas Edwin Kelly, from Half-pay Unattached, to be Lieutenant-Colonel, without purchase.

HOSPITAL STAFF.—Staff Surgeon of the First Class William Hackett, M.D., to be Deputy Inspector-General of Hospitals, vice Hancock, deceased.

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25th Regt. of Foot.—Lieutenant Robert Butler Staveley, from the Ceylon Rifle Regiment, to be Lieutenant, vice William Russell, who retires.

Ceylon Rifle Regiment.—Second Lieutenant Brett to be First Lieutenant, by purchase, vice Staveley, appointed to the 25th Foot.

Depot Battalion at Parkhurst Barracks.—Major John Alves, from Half-pay Unattached, to be Major, without purchase.

WOOL MARKETS.

(From the Stock Exchange, Jan. 16.)

LONDON, Jan. 15.—The present week has not furnished any new features in the wool market. Prices are firm, with an upward tendency, though the manufacturers are very unwilling to give an advance. The high prices asked by the farmers, however, prevent the dealers from obtaining a further supply to sell at late quotations.

LIVERPOOL, Jan. 14.—The demand for the week has been moderate; good clean Wools are in fair request, at full rates. There are a series of public sales advertised for the 26th and 27th inst., which no doubt will curtail our private contract trade till they are over. Already advertised, about 2000 Australian, 1000 East India, and 500 other sorts.

LIVERPOOL, JANUARY 14, 1843.—The year which has just